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PORT OF MANCHESTER.

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT SANITARY AUTHORITY.

1923.

Hinchliffe & Co. Ltd., 10, Tonman Street, Deansgate.

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ORDERED BY THE PORT SANITARY AUTHORITY TO BE PRINTED,
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Port of Manchester.

TO THE CHAIRMAN AND MEMBERS OF
THE MANCHESTER PORT SANITARY AUTHORITY.

GENTLEMEN,

I have pleasure in presenting my Annual Report for the year 1923, this constituting the eighteenth it has been my privilege to compile.

As usually proves to be the case, certain special matters have arisen during the year to which I have considered it necessary to direct particular attention.

I have to tender my sincere thanks to the Officers of H.M. Customs, the Board of Trade and the Manchester Ship Canal Company for valuable co-operation and willing assistance rendered during the year.

I have the honour to be,
Yours faithfully,
W. F. DEARDEN,
Medical Officer of Health.

Medical Officer's Department,
168, Trafford Road, Salford,
31st March, 1924.

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Manchester Port Sanitary Authority.

The membership for the year was as follows :—

Sir Thomas Robinson, M.P., Stretford, U.D. *Chairman.*
Mr. Alderman J. Evans, Borough of Warrington and R.D. of Warrington, *Deputy-Chairman.*

Mr. Alderman W. T. Dagnall ... ... Mr. Alderman C. Hornby ... ... Mr. Alderman S. Dixon, J.P. ... Mr. Councillor W. R. Mellor, J.P.	Manchester.
Mr. Alderman E. Desquesnes ... Mr. Alderman W. H. Barrett, J.P. Mr. Alderman J. P. McDougall ... Mr. Councillor F. A. Luckarift ...	Salford.
Mr. Alderman R. Evans	Borough of Eccles. R.D. of Barton-upon-Irwell. U.D. of Irlam.
Mr. Councillor Geo. Pilling, J.P. ...	U.D. of Lymm. U.D. of Runcorn. R.D. of Runcorn. R.D. of Bucklow.
Mr. Alderman G. I. Neil, J.P. ...	Borough of Widnes. R.D. of Chester. R.D. of Wirrall.

The officials of the Authority are as follows :—

Medical Officer of Health—W. F. Dearden, M.R.C.S., L.R.C.P., D.P.H.
Telephones—Office, 114 Trafford Park ;
Residence, 416, Trafford Park.

Clerk—A. Holmes, Solicitor, Bexley Square, Salford. Tel. 5927 Central.
Sanitary Inspectors—H. Atkinson, C.S.M.F.I. ; W. Richmond, C.S.I.
Food Inspectors—J. Almond, C.S.M.F.I. ; Geo. Whalley, C.S.M.F.I.
Medical Officer's Clerk—Geo. Hadley, C.S.I.
,, ,, *Junior Clerk*—Wm. Jennings.

Offices :—168, Trafford Road, Salford.
20, Norman Road, Runcorn.

SICKNESS DURING THE YEAR 1923.

The total number of cases of Sickness reported during the year was 141.

Reported Sickness from 1898–1923 inclusive.

1898	65
1899	46
1900	71
1901	89
1902	144
1903	124
1904	159
1905	109
1906	174
1907	162
1908	138
1909	132
1910	122
1911	143
1912	188
1913	109
1914	103
1915	155
1916	151
1917	109
1918	334
1919	254
1920	217
1921	82
1922	89
1923	141

Cases of Sickness of all kinds have been notified, as usual, by the Liverpool Port Sanitary Authority, the Manchester Ship Canal Co., H.M. Customs, Shipowners and Medical Practitioners, but the bulk of information has been obtained by the Inspectors during their visits to the vessels in port.

Infectious cases are dealt with separately in Table IV., and non-infectious sickness, injury and death in Table V.

INFECTIOUS DISEASES.

The diseases notifiable to the Authority under this heading are Smallpox, Scarlet Fever, Diphtheria, Membranous Croup, Enteric Fever (Typhoid and Paratyphoid), Pneumonia, Cholera, Plague, Puerperal Fever, Cerebro-Spinal Fever, Acute Poliomyelitis, Acute Polio-encephalitis, Encephalitis Lethargica, Typhus Fever, Relapsing Fever, Continued Fever, Trench Fever, Dysentery, Ophthalmia Neonatorum, Erysipelas, Tuberculosis, Malaria, Chicken-pox, and Whooping Cough.

CHOLERA AND YELLOW FEVER.

There has been no outbreak during the year under this heading, either in the Port or on Manchester-bound vessels.

BUBONIC PLAGUE AND TYPHUS FEVER.

The steward and cook of the s.s. "Burdale" were removed to the Isolation Hospital, at Buenos Ayres, on October 28th, 1922, the former suffering from bubonic plague and the latter from typhus fever. The steward succumbed but the cook recovered and was able to rejoin the vessel. The whole of the crew's quarters were disinfected twice and the crew inoculated and kept under medical observation for three weeks. There had been no further sickness since that date and all were well on arrival in Manchester. The necessary precautions were taken during the vessel's stay in port, and arrangements made for the vessel to be fumigated at Newport, Mon., to which port the vessel proceeded immediately after discharging cargo at Manchester.

ENTERIC FEVER.

Three cases were reported, one being removed to hospital at Preston and two being removed to Ladywell Sanatorium. The disinfection was carried out in Manchester.

The latter two cases occurred on the s.s. "Darian." On 25th November, the Medical Officer and Inspector Atkinson visited the vessel, consequent upon receiving a message from the Liverpool Port Sanitary Authority that two men were suffering from this disease. The Medical Officer confirmed the diagnosis, and both patients were removed to Ladywell Sanatorium, where one, the third engineer, died on the 6th December and the other, the messroom boy, recovered.

PULMONARY TUBERCULOSIS.

Five cases were reported, one being removed to hospital at Galveston, one dying at sea, one dying in this port, one being treated on board and one being a doubtful case. Respecting the doubtful case, on August 10th, in consequence of a telephone message from the Liverpool Port Sanitary Authority, the Medical Officer boarded the s.s. " Winnebago " from Philadelphia, at Davyhulme, during the evening, and examined a seaman who was reported to be suffering from this disease, but was unable to confirm the diagnosis with any degree of certainty, and therefore gave permission for the man to proceed to his home in Sunderland. The Medical Officer of Health of that City was advised of the circumstances of the case.

MALARIA.

Seven cases were reported, four being removed to hospital in Liverpool, one to hospital in Manchester, one returning home to Norway and one being treated on board.

PNEUMONIA.

Five cases were reported, one being removed to hospital in Philadelphia, one in Manchester, one died and was buried at sea and the remaining two had left the vessels and returned to their homes.

CEREBRO-SPINAL MENINGITIS.

One case was removed to hospital in Glasgow, disinfection being carried out in Manchester.

DIPHTHERIA.

One case was removed to Ladywell Sanatorium, the patient making a good recovery. Disinfection was carried out.

CHICKEN-POX.

Two cases were reported and were isolated on board, both being convalescent.

ERYSIPELAS.

One case was removed to Ladywell Sanatorium, the patient making a good recovery. Disinfection was carried out.

The following Table shews the Ports having communication with Manchester that have been considered as infected during the year with either Plague, Cholera or Yellow Fever, also the total number of vessels from each Port of Departure classed as infected under the particular heading.

Name of Country and Port.	Number of Vessels from Ports of Departure Infected with		
	Plague.	Cholera.	Yellow Fever.
EGYPT :			
Abu Zenima	1	1	—
Alexandria	35	35	—
INDIA :			
Bombay	2	2	—
Calcutta	8	8	—
Karachi	7	7	—
CEYLON :			
Colombo	1	1	—
MEXICO :			
Tampico	6	6	—
ROUMANIA :			
Braila	8	8	—
Galatz	3	3	—
TURKEY :			
Constantinople	2	2	—
UKRAINE :			
Odessa	1	1	—
TOTALS ...	74	74	—

TABLE 1.

The following Table gives the number of cases of sickness which were removed to various hospitals, other than those within the Port of Manchester, from Manchester-bound ships :—

Removed to	Hospital	at	Alexandria	1
,,	,,	,,	Beaumont (Texas)	1
,,	,,	,,	Birkenhead	1
,,	,,	,,	Buenos Ayres	2
,,	,,	,,	Colombo	1
,,	,,	,,	Falmouth	1
,,	,,	,,	Galveston	1
,,	,,	,,	Glasgow	1
,,	,,	,,	Liverpool	7
,,	,,	,,	Philadelphia	1
,,	,,	,,	Port Alfred	1
,,	,,	,,	Port Said	1
,,	,,	,,	Port Sudan	1
,,	,,	,,	Preston	1
,,	,,	,,	Quebec	2
,,	,,	,,	St. John, N.B.	1
,,	,,	,,	Savona	1
,,	,,	,,	Vancouver	1
			TOTAL	26

TABLE II.

The number of cases removed to Hospital within the Port of Manchester, was as follows :—

Removed to Hospital at Manchester and Salford ...	9
,, ,, ,, Warrington	1
TOTAL	10

TABLE III.

In this Table are included those who died at sea from Sickness, together with those who lost their lives through drowning, etc :—

Deaths at sea from Disease	6
Deaths from Drowning	4
TOTAL	10

TABLE IV.—PARTICULARS OF CASES OF NOTIFIABLE INFECTIOUS DISEASE ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Jan. 10	s.s. " Burdale "	Buenos Ayres	Salford—9	Bubonic Plague Typhus Fever	See page 7.
,, 17	s.s. " Asuncion de Larrinaga "	Galveston	Salford—9	Tuberculosis	Removed to hospital at Galveston.
,, 24	s.s. " Eidsfjeld "	Liverpool	Weston Mersey Lock	Malaria (three cases)	The second engineer, donkeyman and a fireman were affected, the first named returning home to Norway and the others being removed to hospital at Liverpool.
,, 26	s.s. " Granli "	Sweden, via Preston	Salford—9	Enteric Fever	Patient removed to hospital at Preston. Disinfection carried out in Manchester.
,, 29	s.s. " W. I. Radcliffe"	Karachi	Salford—8	Malaria	A seaman was affected.
Feb. 22	s.s. " Daybeam "	Puerto Mexico	Salford—8	Pulmonary Tuberculosis	The second steward died and was buried at sea.
Mar. 2	s.s. " Castalia "	Glasgow	Salford—7	Cerebro-Spinal Meningitis	A Lascar was removed to hospital at Glasgow. Disinfection carried out in Manchester.
,, 3	s.s. " Manchester Merchant "	Philadelphia, St. John, N.B., and Halifax, N.S.	Salford—9	Pneumonia	A fireman was removed to hospital at Philadelphia.
,, 13	Flat " Gertrude "	Warrington	Widnes	Pneumonia	The Master was affected.
,, 13	s.s. " Dromore "	Sulina	Salford—9	Pulmonary Tuberculosis	A greaser died whilst in this port. Disinfection was carried out.
,, 29	s.s. " Clan Mackinnon "	Glasgow	Salford—9	Pneumonia	A Lascar was removed to hospital.

TABLE IV. (*continued*).—PARTICULARS OF CASES OF NOTIFIABLE INFECTIOUS DISEASE ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 28	s.s. " Nevisian "	Boston	Salford—9	Pneumonia	The fourth engineer died during the outward passage and was buried at sea. His berth was disinfected.
,, 28	s.s. " Danemark "	Rotterdam	Partington	Diphtheria	A seaman was removed to Ladywell Sanatorium. Disinfection was carried out.
May 3	s.s. " Nowshera "	Avonmouth	Salford—9	Chicken-pox (two cases)	Two Lascars were affected and were isolated on board. Both were convalescent.
,, 26	s.s. " Sacandaga "	Savannah, via Liverpool	Salford—8	Malaria	A fireman was removed to hospital at Liverpool.
June 20	s.s. " Dakotian "	Matanzas, via Liverpool	Salford—9	Malaria	A fireman was removed to hospital at Liverpool.
July 12	Flat " Escort "	Winsford	Weston Point	Pneumonia	The Mate was affected.
,, 13	s.s. " Zealand "	Hamburg	Salford—7	Erysipelas	A seaman was removed to Ladywell Sanatorium. Disinfection was carried out.
Aug. 10	s.s. " Winnebago "	Philadelphia	Davyhulme	Pulmonary Tuberculosis	See page 8.
Oct. 2	s.s. " Keelung "	New York	Salford—9	Pulmonary Tuberculosis	A Lascar was affected. Disinfection was carried out.
,, 5	s.s. " Burma "	Braila	Salford—9	Malaria	A trimmer was removed to hospital on arrival in port.
Nov. 25	s.s. " Darian "	Boston and Philadelphia	Salford—9	Enteric Fever	See page 7.

TABLE V.—PARTICULARS OF NON-NOTIFIABLE SICKNESS, INJURY, AND DEATH OCCURRING ON MANCHESTER-BOUND VESSELS DURING THE YEAR.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Jan. 2	s.s. " Taarnholm "	Copenhagen	Salford—9	Rheumatism	Treated on board.
,, 5	Flat " Charles "	Liverpool	Weston Point	Influenza	Returned to his home.
,, 6	s.s. " Kaparika "	Sweden	Salford—8	Kidney affection	Treated on board.
,, 13	s.s. " Kamor "	Frederikstad	Runcorn Lay Bye	Boils	Treated on board.
,, 19	s.s. " W. I. Radcliffe "	Karachi	Salford—9	General debility	Removed to hospital at Port Said.
,, 22	Canal boat " Grenade "	——	Ellesmere Port	Influenza	Treated on board.
,, 23	s.s. " Millgate "	Valencia	Salford—9	Accident	Removed to hospital at Savona.
,, 24	s.s. " Eidsfjeld "	Liverpool	Weston Mersey Lock	Internal complaint	Treated on board.
,, 26	s.s. " Granli "	Sweden, via Preston	Salford—9	Injured leg	Treated on board.
Feb. 6	s.s. " Polana "	Gothenburg	Salford—7	Internal complaint	Treated on board.
,, 6	s.s. " Lancastrian Prince "	Alexandria	Salford—8	General debility	Removed to hospital at Alexandria.
,, 7	s.s. " Tatsuno Maru "	Liverpool	Weston Point	Beri-beri (two cases)	Treated on board.
,, 12	s.s. " Afoundria "	Philadelphia	Salford—9	General debility	Left vessel at Liverpool.
,, 12	s.s. " Alyn "	Little Orme	Ellesmere Port	Rheumatism	Left vessel.
,, 13	s.s. " Nicolas "	Dieppe	Weston Point	Arthritis	Removed to hospital at Fowey.

TABLE V. (*continued*).—PARTICULARS OF NON-NOTIFIABLE SICKNESS, &C., ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 14	s.s. " Olympia "	Glasgow	Salford—8	Pustular eruption	Treated on board.
,, 14	s.s. " Marie Nielsen "	Carthagena	Salford—9	Venereal disease	Treated on board.
,, 15	s.s. " Logician "	West Indies	Salford—7	Appendicitis	Removed to hospital at Vancouver.
" 16	s.s. " Manchester Shipper "	Halifax, N.S.	Salford—7	Drowning	Washed overboard.
,, 22	s.s. " Figaro "	Carthagena	Salford—8	Severe cold	Treated on board.
Mar. 3	s.s. " Manchester Merchant "	Philadelphia, St. John, N.B., and Halifax, N.S.	Salford—9	Tumour in thigh	Removed to hospital at St. John, N.B.
,, 7	Canal boat " Outrage "	——	Ellesmere Port	Influenza cold and quinsy	Treated on board.
,, 15	Schooner " Lizzie Trenberth "	Par	Runcorn	Gastritis	Removed to hospital at Birkenhead.
,, 17	s.s. " Ethel "	Valencia	Salford—8	Fatty degeneration of the heart	Died on passage.
,, 23	s.s. " Governor "	Calcutta	Salford—8	——	Removed to hospital at Port Said for observation.
,, 28	s.s. " Vestfos "	Christiania	Salford—8	Sprained ankle	Treated on board.

TABLE V. (*continued*).—PARTICULARS OF NON-NOTIFIABLE SICKNESS, &C., ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 4	s.s. " Blair "	Newport News	Salford—9	Influenza	Treated on board.
,, 14	s.s. " Sard "	Dublin	Wigg's Works	Injury	Treated on board.
,, 19	s.s. " Fenton "	Fleetwood	Wigg's Works	Diarrhœa	Returned to his home.
,, 23	Canal boat " Willow "	——	Ellesmere Port	Severe cold	Treated on board.
,, 25	s.s. " Karen "	Carthagena	Salford—8	Severe colds	Treated on board.
,, 26	s.s. " Granfos "	Kraga	Salford—8	Throat affection	Treated on board.
May 3	s.s. " Galgorm Castle "	Liverpool	Wiggs Works	Tonsillitis	Left vessel at Liverpool.
,, 4	s.s. " Pansy "	Fowey	Runcorn	Drowning	Accidentally; through capsizing of small boat.
,, 4	Schooner " Rhoda Mary "	Par	Runcorn	Heart failure	Died in hospital.
,, 8	s.s. " Alyn "	Dublin	Acton Grange	Rheumatism	Left vessel at Garston.
,, 29	s.s. "Manchester Regiment "	Montreal	Salford—8	Bronchitis	Died on outward passage; buried at sea.
June 6	s.s. " Asator "	Melilla	Ellesmere Port	Sore throat	Treated on board.
,, 21	s.s. " Granfos "	Christiansund	Salford—7	Venereal disease	Treated on board.
,, 25	s.s. " Salacia "	Swansea	Wigg's Works	Influenza colds (ten cases)	Treated on board.

TABLE V. (*continued*).—PARTICULARS OF NON-NOTIFIABLE SICKNESS, &C., ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
June 26	Flat " William Burton "	Winwick	Runcorn	Feverish cold	Treated on board.
July 2	s.s. " Elin "	Birkenhead	Weston Point	Syphilis	Treated on board.
" 2	s.s. " Media "	Newport, Mon.	Ellesmere Port	Dyspepsia	Treated on board.
" 5	Schooner " Gauntlet "	St. Valery, via Falmouth	Weston Point	Venereal disease	Removed to hospital at Falmouth.
" 6	s.s. " Clan Maciver "	Glasgow	Runcorn	Heart failure	Died during passage.
" 17	s.s. " Fernmoor "	Karachi	Latchford Locks	Venereal disease (three cases)	Treated on board.
" 18	s.s. " Mongolian Prince "	Liverpool	Ellesmere Port	Venereal disease	Removed to hospital at Liverpool.
" 21	s.s. " San Ugon "	Tampico	Barton Oil Wharf	Hernia	Treated on board.
" 23	s.s. " Keyingham "	Port Alfred	Ellesmere Port	Appendicitis	Died during passage.
" 24	s.s. " Brilliant "	Londonderry	Weston Point	Catarrh of the stomach	Treated on board.
" 25	s.s. " West Celina "	Baltimore	Old Quay Lock, Runcorn	Accidents (two)	Through attempting to jump from the moving car of the transporter bridge at Runcorn
" 27	s.s. " Huntsman "	Calcutta, via London	Salford—8	Venereal disease	Left vessel, at London.
" 31	s.s. " Skulda "	Namsos	Runcorn Lay-Bye	Gastritis	Treated on board.

TABLE V. (*continued*).—PARTICULARS OF NON-NOTIFIABLE SICKNESS, &c., ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Aug. 3	s.s. " Olimpo "	Braila	Eastham	Abscess	Treated on board.
,, 7	s.s. " Camelia "	Lulea	Runcorn	Poisoned wound	Treated on board.
,, 9	s.s. " Coahoma County "	Mobile	Weaste	Gastritis	Treated on board.
,, 10	s.s. " Havnia "	Kaimi	Runcorn	Venereal disease	Treated on board.
,, 14	s.s. " Hatasu "	Melilla	Irwell Park Wharf	Enteritis Blood poisoning	Treated on board. Treated on board.
,, 28	s.s ' Howick Hall "	Vancouver	Salford—9	Rheumatism	Treated on board.
Sept. 6	Canal boat " Severn "	——	Weston Point	Boil on neck	Treated on board.
,, 14	s.s. " Keyingham "	Port Alfred	Salford—8	Strain	Treated on board.
,, 22	s.s. " Ulf Jarl "	Mentylnoto	Salford—8	Strain	Treated on board.
,, 24	s.s. " Ambassador "	Beira	Salford—9	Anæmia	Treated on board.
,, 24	s.s. " Manchester Shipper "	Montreal	Salford—6	Accident	Treated on board.
,, 26	s.s. " Accordance "	Penmaenmawr	Runcorn	Broken finger	Treated on board.
Oct. 2	s.s. " Keelung "	New York	Salford—9	Beri-beri	Died whilst vessel was at Oran.
,, 3	s.s. " Luise Leonhardt "	Archangel	Irwell Park Wharf	Bronchitis	Removed to hospital at Manchester.

TABLE V. (*continued*).—PARTICULARS OF NON-NOTIFIABLE SICKNESS, &C., ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct. 5	s.s. " Burma "	Braila	Salford—9	Venereal disease Septic poisoning	Treated on board.
,, 6	s.s. " Manchester Brigade "	Montreal and Quebec	Salford—6	Gastritis	Removed to hospital at Quebec.
,, 6	Canal boat " Euston "	——	Weston Point	Boil on arm	Treated on board.
,, 8	s.s. " Farfield "	Dublin	Runcorn	Influenza cold	Left vessel on arrival.
,, 19	s.s. " Afoundria "	Pensacola	Salford—9	Injury to one arm	Treated on board.
,, 24	s.s. " Lancastrian Prince "	Alexandria	Salford—9	Trachoma	Recommended for deportation.
,, 26	s.s. " Jaarstroom "	Amsterdam	Salford—7	Severely cut hand	Treated on board.
,, 27	s.s. " Dione "	Petrograd	Salford—9	Bulbous eruption	Removed to hospital.
,, 30	s.s. " Carlsfield "	New Orleans	Salford—8	Appendicitis	Treated on board.
Nov. 6	s.s. " Fagervick "	Archangel	Salford—9	Hernia	Treated on board.
,, 19	s.s. " Tuscarora "	Beaumont	Stanlow Oil Dock	Venereal disease	Removed to hospital at Beaumont, Texas.
,, 20	Flat " Rhodium "	Liverpool	Widnes	Injury to head and scalded arm	Removed to hospital at Liverpool.
,, 23	Flat " Sankey "	Liverpool	Ellesmere Port	Severe cold	Treated on board.
,, 26	s.s. " Manchester Brigade "	Montreal	Salford—6	Rheumatism	Removed to hospital at Quebec.

TABLE V. (*continued*).—PARTICULARS OF NON-NOTIFIABLE SICKNESS, &C., ON MANCHESTER-BOUND VESSELS.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 29	s.s. " Dront "	Rosario	No. 1 Grain Elevator	Influenza	Treated on board.
,, 30	s.s. " Fotis "	Rosario	Salford—9	Gastritis	Removed to hospital.
Dec. 1	s.s. " Manchester Hero "	Montreal	Salford—6	Rheumatic fever	Removed to hospital at Warrington.
,, 7	s.s. " West Durfee "	Savannah	Salford—7	Influenza	Treated on board.
,, 8	s.s. " Trotsky "	Petrograd	Salford—8	Swollen testicles	Treated on board.
,, 10	Canal boat " Greddington "	——	Ellesmere Port	Gastritis	Treated on board.
,, 12	s.s. " Archimedes "	New York	Salford—9	Drowning Injured (2 cases)	Washed overboard. Seaman removed to hospital and a fireman treated on board.
,, 12	s.s. " West Ivis "	Galveston	Salford—9	Pleurisy	Died in hospital at Liverpool.
,, 19	s.s. " Finchley "	Odessa	Sun Mills	Venereal disease	Treated on board.
,, 20	s.s. " Jaarstroom "	Amsterdam	Salford—7	Strain	Treated on board.
,, 24	s.s. " Merton Hall "	New York	Salford—9	Dengue	Removed to hospital at Colombo and died there.

PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE.

The existing facilities for preventing the spread of diseases which come within the scope of paragraph 4 of circular 372 were fully dealt with in the Annual Report for the year 1921. This part of the 1921 Report applies in its entirety to the year under review.

DANGEROUS DRUGS ACT, 1920.

The Dangerous Drugs (No. 3) Regulation, 1923, which came into force on 10th September, amends Regulation 15 of the Regulations of 1921, and provides for a foreign ship in a British port requiring a supply of any of the scheduled drugs, to obtain such quantity as may be certified by the Medical Officer of Health of the port, or his duly authorised deputy, to be necessary to complete the necessary equipment of the ship ; the quantity not to exceed what is required for the use of the ship until it next reaches its home port. The certificate given by the Medical Officer of Health, or Assistant Medical Officer of Health, must be marked by the supplier with the date of the supply, be retained by him and kept available for inspection.

One certificate has been granted during the year.

RAT DESTRUCTION.

During the year there was a slight diminution in the total number of rats destroyed on shipboard and a marked increase in the number caught on dock premises, the latter being probably due to increased efficiency on the part of the ratcatcher who has held his appointment for a comparatively short period. The total number obtained from ships was 5,271 and from dock premises 2,872. On shipboard trapping accounted for 4,887, of which number 311 were from ships arriving from Infected Ports, and 384 were destroyed as a result of the eighteen fumigations carried out during the year.

So far as concerns the control of rats on vessels within the Port, the usual careful enquiries have been made by the Merchant Shipping Inspectors, and all necessary directions given respecting measures to be taken to prevent the transit of rodents between ship and shore. One ship has been notified as infested, and no prosecutions have taken place during the year. There has been no excessive mortality of rats reported, and no dead ones have been brought to the office of the Authority. The special inspections made during the year amounted to 928, 828 by Inspector Atkinson and 100 by Inspector Richmond, and 390 ships were found without rat-guards in position. In addition 156 re-visits were made to note if and in what manner instructions had been carried out.

In the October monthly report, the attention of the Authority was directed to the apparent unwillingness of some masters of foreign ships to take the prescribed measures for preventing the migration of rats and mice to the shore.

A master is, of course, liable to a penalty for a breach of the law, but before this can be imposed, definite steps must be taken, namely, the serving of a notice and the subsequent issuing of a summons. As it is the Authority who serves notices and authorises proceedings under the particular Act, it is conceivable that ships would be well out to sea before the process could be completed.

As Section 5 (3) of the Act provides for delegating the powers to a Committee and this appeared to be of some advantage where ships are concerned, if such a body were so constituted that its members could be readily assembled, the Authority decided to appoint such a Committee and invest it with the necessary powers.

The following tables have been compiled as suggested by the Ministry of Health :—

PRECAUTIONS AGAINST PLAGUE.

TABLE A.

PARTICULARS RELATING TO VESSELS "INFECTED" OR "SUSPECTED," OR FROM INFECTED PORTS.

Name of Vessel. 1.	Date of Arrival. 2.	Whether infected, suspected or from an infected Port? 3.	Methods of Rat Destruction employed. Fumigation by Sulphur Dioxide. 4.	Fumigation by Hydro-cyanic Acid 5.	Trapping, poisoning, etc. 6.	Number of Rats killed. 7.	Whether a certificate of Derat-isation was issued? 8.	Remarks. 9.
s.s. "Falernian"	Jan. 9	From Inf'd Port	Yes	No	No	12	Yes	—
s.s. "Sailor Prince" ...	,, 13	,,	No	,,	,,	—	—	—
s.s. "W. I. Radcliffe" ...	,, 19	,,	,,	,,	,,	—	—	—
s.s. "Kalomo"	,, 22	,,	,,	,,	,,	—	—	—
s.s. "Soldier Prince" ...	,, 25	,,	,,	,,	,,	—	—	—
s.s. "Masirah"	,, 30	,,	,,	,,	Trapping	7	—	—
s.s. "Lancastrian Prince"	Feb. 5	,,	,,	,,	No	—	—	—
s.s. "Syrian Prince" ...	,, 9	,,	,,	,,	,,	—	—	—
s.s. "Korean Prince" ...	,, 20	,,	,,	,,	,,	—	—	—
s.s. "Baluchistan"	,, 28	,,	,,	,,	,,	—	—	—
s.s. "Algerian Prince" ...	Mar. 7	,,	,,	,,	,,	—	—	—
s.s. "Vigo"	,, 10	,,	,,	,,	,,	—	—	—
s.s. "Egyptian Prince" ...	,, 16	,,	,,	,,	,,	—	—	—
s.s. "Governor"	,, 20	,,	,,	,,	,,	—	—	—
s.s. "Sailor Prince" ...	,, 26	,,	,,	,,	,,	—	—	—
s.s. "Italian Prince" ...	,, 27	,,	,,	,,	,,	—	—	—
s.s. "Grelgrant"	April 6	,,	,,	,,	,,	—	—	—
s.s. "Malakand"	,, 7	,,	,,	,,	Trapping	9	—	—
s.s. "Lancastrian Prince"	,, 9	,,	,,	,,	No	—	—	—
s.s. "Merchant Prince" ...	,, 13	,,	,,	,,	,,	—	—	—
s.s. "Borderer"	,, 13	,,	,,	,,	,,	—	—	—

PRECAUTIONS AGAINST PLAGUE. TABLE A (*continued*).

Name of Vessel. 1.	Date of Arrival. 2.	Whether infected, suspected or from an infected Port? 3.	Methods of Rat Destruction employed.			Number of Rats killed. 7.	Whether a certificate of Derat-sation was issued? 8.	Remarks. 9.
			Fumigation by Sulphur Dioxide. 4.	Fumigation by Hydro-cyanic Acid 5.	Trapping, poisoning, etc. 6.			
s.s. " Cyprian Prince " ...	April 30	From Inf'd Port	No	No	No	—	—	—
s.s. " Beckenham "	,, 30	,,	,,	,,	,,	—	—	Cargo of ore.
s.s. " Hatasu "	May 1	,,	,,	,,	,,	—	—	—
s.s. " Manchurian Prince "	,, 14	,,	,,	,,	,,	—	—	—
s.s. " Matador "...	,, 16	,,	,,	,,	,,	—	—	—
s.s. " Egyptian Prince " ...	,, 28	,,	,,	,,	,,	—	—	—
s.s. " San Rosendo "... ...	June 4	,,	,,	,,	,,	—	—	Oil Tank
s.s. " Freida Fahrenheim "	,, 5	,,	,,	,,	Trapping	24	—	—
s.s. " Matoppo "	,, 12	,,	,,	,,	No	—	—	—
s.s. " Dakotian "	,, 19	,,	,,	,,	,,	—	—	—
s.s. " Stuart Prince " ...	,, 22	,,	,,	,,	,,	—	—	—
s.s. " Mahsud "	,, 25	,,	,,	,,	Trapping	16	—	—
s.s. " Cardiff "	,, 25	,,	,,	,,	No	—	—	—
s.s. " Leonid Krassin " ...	July 2	,,	,,	,,	,,	—	—	—
s.s. " Sutton Hall "	,, 2	,,	,,	,,	,,	—	—	—
s.s. " Algerian Prince " ...	,, 3	,,	,,	,,	,,	—	—	—
s.s. " San Leon "	,, 11	,,	,,	,,	,,	—	—	Oil Tank
s.s. " Kansas "	,, 19	,,	,,	,,	,,	—	—	—
s.s. " Scottish Prince " ...	,, 19	,,	,,	,,	,,	—	—	—
s.s. " San Ugon "	,, 21	,,	,,	,,	,,	—	—	Oil Tank
s.s. " Fernmoor "	,, 26	,,	,,	,,	,,	—	—	—
s.s. " Huntsman "	,, 27	,,	,,	,,	,,	—	—	—
s.s. " Bellview "	Aug. 3	,,	,,	,,	,,	—	—	—
s.s. " Lancastrian Prince "	,, 7	,,	,,	,,	,,	—	—	—
s.s. " Corbis "	,, 13	,,	,,	,,	,,	—	—	Oil Tank
s.s. " Hatasu "	,, 13	,,	,,	,,	,,	—	—	—
s.s. " Aviemore "	,, 14	,,	,,	,,	,,	—	—	—

PRECAUTIONS AGAINST PLAGUE. TABLE A (*continued*).

Name of Vessel. 1.	Date of Arrival. 2.	Whether infected, suspected or from an infected Port ? 3.	Methods of Rat Destruction employed.			Number of Rats killed. 7.	Whether a certificate of Derat-isation was issued ? 8.	Remarks. 9.
			Fumigation by Sulphur Dioxide. 4.	Fumigation by Hydro cyanic Acid 5.	Trapping, poisoning, etc. 6.			
s.s. " Mrav "	Aug. 14	From Inf'd Port	No	No	No	—	—	—
s.s. " Matheran "	,, 20	,,	,,	,,	,,	—	—	—
s.s. " Maronian "	,, 22	,,	,,	,,	,,	—	—	—
s.s. " Olimpo "	,, 24	,,	,,	,,	,,	—	—	—
s.s. " Egyptian Prince " ...	,, 27	,,	,,	,,	,,	—	—	—
s.s. " Bloemfontein " ...	Sept. 15	,,	,,	,,	,,	—	—	—
s.s. " Burma "	,, 22	,,	,,	,,	,,	—	—	—
s.s. " Cyprian Prince " ...	,, 25	,,	,,	,,	,,	—	—	—
s.s. " Algerian Prince " ...	Oct. 3	,,	,,	,,	Trapping	21	Yes	—
s.s. " Bucegi "	,, 4	,,	,,	,,	No	—	—	—
s.s. " Scottish Prince " ...	,, 22	,,	,,	,,	Trapping	31	Yes	—
s.s. " Lancastrian Prince "	,, 24	,,	,,	,,	,,	61	—	—
s.s. " Siretul "	,, 30	,,	,,	,,	No	—	—	—
s.s. " Masirah "	Nov. 3	,,	,,	,,	,,	—	—	—
s.s. " Egyptian Prince " ...	,, 5	,,	,,	,,	Trapping	30	—	—
s.s. " Tunisier "	,, 19	,,	,,	,,	No	—	—	—
s.s. " Branksome Hall " ...	,, 20	,,	,,	,,	,,	—	—	—
s.s. " San Macedonio " ...	,, 20	,,	,,	,,	,,	—	—	Oil Tank
s.s. " Boheme "	,, 28	,,	,,	,,	,,	—	—	—
s.s. " Korean Prince " ...	,, 30	,,	,,	,,	Trapping	23	—	—
s.s. " Algerian Prince " ...	Dec. 3	,,	,,	,,	,,	19	—	—
s.s. " Stuart Prince " ...	,, 12	,,	,,	,,	,,	30	—	—
s.s. " Behrein "	,, 13	,,	,,	,,	No	—	—	—
s.s. " Italian Prince " ...	,, 17	,,	,,	,,	Trapping	16	—	—
s.s. " Finchley "	,, 19	,,	Yes	,,	,,	12	—	—
s.s. " Amatonga "	,, 27	,,	No	,,	No	—	—	—
					Total...	311		

TABLE B.

SHEWING THE NUMBER OF RATS CAUGHT ON SHIPBOARD EACH MONTH.

Number of	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year.
Black Rats	66	54	63	30	120	81	38	67	28	105	72	21	745
Brown Rats	15	14	35	17	38	19	16	45	39	46	77	47	408
Grey Rats	253	250	229	177	321	273	242	606	501	358	299	225	3,734
*Unclassified Rats	69	29	61	—	31	39	38	—	87	—	—	30	384
Rats Examined	—	—	—	—	—	—	—	—	—	—	—	3	3
Rats Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats Not Infected ...	—	—	—	—	—	—	—	—	—	—	—	3	3

* These rats were picked up after fumigations.

TABLE C.

VESSELS (OTHER THAN THOSE DEALT WITH IN TABLE A), SUBJECTED TO MEASURES OF RAT DESTRUCTION.

Number of Vessels fumigated by SO_2. 1.	Number of Rats killed. 2.	Number of Vessels fumigated by HCN. 3.	Number of Rats killed. 4.	Number of Vessels on which trapping, poisoning, etc., were employed 5.	Number of Rats killed. 6.	Number of Fumigation Certificates issued on Form "Port 10."* 7.	Number of other certificates issued. 8.	Remarks. 9.
18	384	Nil.	Nil.	182	4,576	16	14	Column 8. Two being certificates of fumigation in respect of vessels not proceeding to U.S.A., six that a ratcatcher had been employed on board, and six that proper precautions had been taken whilst in port.

* NOTE.—Form "Port 10" is issued only by the Port Medical Officers of Health for Bristol, Cardiff, Hull, Liverpool, London, Manchester, Southampton, Swansea and Weymouth for vessels proceeding to U.S.A. ports.

FOOD INSPECTION.

Two Magistrate's Orders for destruction were granted during the year, owing to the difficulty of obtaining a responsible person to surrender the certain articles.

IMPORTATION OF LIVE STOCK.

The following table shews the total number of live stock imported during the year :—

	Cattle.	Sheep and Lambs.	Pigs.	Goat.
Coastwise (Irish) ...	*16,137	†14,687	121	1
Overseas (Canadian) ...	§5,780	—	—	—

RESULTS OF INSPECTION.

The following tables show the amount of Food Imports which have been condemned during the year ; Table A giving particulars of seizures at the Foreign Animals Wharf and the Irish Animals Landing Place, and Table B giving particulars of seizures on the various Dock Quays. It will also be noticed from Table C that a quantity of tinned goods, etc., have been voluntarily surrendered for destruction. Table D shews the articles seized in the Runcorn Section.

---

* Including 18 landed dead.
† ,, 10 ,, ,,
§ ,, 1 ,, ,,

(A)

OVERSEAS.

CATTLE.

	Weight.			
	T.	c.	q.	lbs.
6 Heads	0	1	1	22
5 Tongues	0	0	0	26½
1 Gullet	0	0	0	0½
11½ Sets Lungs	0	0	3	7½
1 Heart	0	0	0	4
24 Livers	0	2	1	18
1 Rectum	0	0	0	6
TOTAL	0	5	0	0½

COASTWISE.

CATTLE.

	Weight.			
	T.	c.	q.	lbs.
7 Carcases of Beef complete with all Offals	2	11	2	26½
1 Complete set of Offals	0	1	1	0
Beef (bruised, etc., parts)	0	3	1	4
14 Heads	0	2	2	26
14 Tongues	0	0	1	24
4 Gullets	0	0	0	2½
39½ Sets Lungs	0	2	2	15½
7 Hearts	0	0	0	22½
5 Skirts	0	0	0	6½
64 Livers	0	6	1	25
3 First Stomachs (Rumen)	0	0	1	20
3 Second Stomachs (Reticulum)	0	0	0	11
2 Fourth Stomachs (Abomasum)	0	0	0	12
1 Set Intestines	0	0	0	15
1 Kidney	0	0	0	1
4 Spleens	0	0	0	7
1 Udder	0	0	0	10
TOTAL	3	9	3	4½

(A) *continued.*

SHEEP.

	Weight.			
	T.	c.	q.	lbs.
1 Whole Carcase	0	0	2	4
1 Full set of Offals	0	0	0	8
12 Livers	0	0	0	18½
TOTAL	0	0	3	2½
TOTAL—COASTWISE ...	3	10	2	7
OVERSEAS... ...	0	5	0	0½
GROSS TOTAL	3	15	2	7½

(B)

Articles.	Weight.			
Grain, Cereals, &c.—	T.	c.	q.	lbs.
Wheat	164	9	0	4
Maize	39	12	3	25
Oatmeal	7	8	2	9
Rice	4	11	1	20
Rolled Oats	3	11	2	2
Flour	3	9	2	0
Barley	3	4	2	20
Corn Meal Grits	0	14	0	0
Fruit and Vegetables—				
Onions (329 bags and 171 cases) ...	25	0	0	0
Apples (233 barrels)	11	13	0	0
Oranges (150 boxes and 8 half-boxes)...	7	3	2	0
Tomatoes (54¼ cases and 4 crates) ...	3	13	2	19
Lemons (58 packages and 33 boxes)...	3	10	3	0
Plums (15 bundles)	0	4	1	4
Red Cabbages (2 bags)	0	4	0	0

(B) *continued.*

Articles.	T.	c.	q.	lbs.
Tinned Foods—				
Apricot Pulp (91 tins)	0	7	0	21
Tomato Puree (30 tins)	0	2	2	20
Blackcurrant Pulp (27 tins)	0	2	1	18
Bilberries (7 tins)	0	0	2	14
Apples (8 tins)	0	0	1	20
Lunch Tongue (5 tins)	0	0	0	25
Boiled Mutton (4 tins)	0	0	0	24
Boiled Beef (3 tins)	0	0	0	18
Tomatoes (6 tins)	0	0	0	16½
Apple Pulp (1 tin)	0	0	0	10
Peaches (8 tins)	0	0	0	10
Apricots (4 tins)	0	0	0	8
Milk (6 tins)	0	0	0	6
Ox Tongue (1 tin)	0	0	0	6
Sardines in Oil (1 tin)...	0	0	0	1
Crayfish (1 tin)	0	0	0	0½
Miscellaneous—				
Sugar	3	19	1	10
Lemon Spads	2	19	0	0
Almonds (23 bags and 4 cases) ...	2	0	0	0
Lemon Skins (9 half-pipes)	1	8	1	0
Frozen Lamb (66 carcases, parts, etc.)...	1	3	1	19
Lettuces (121 crates)	0	7	1	25
Fig Paste (7½ cases)	0	3	2	14
Figs	0	3	0	12
Nutmegs (2 bags)	0	3	0	18
Lard	0	1	0	24
Frozen Beef (trimmings)	0	0	2	19
Desiccated Coconut	0	0	1	7
Cheese	0	0	0	25
TOTAL	281	15	0	8
TOTAL—TABLE A ...	3	15	2	7½
GROSS TOTAL	285	10	2	15½

(C)

(Voluntarily Surrendered).

Articles.	Weight. T.	c.	q.	lbs.
Soups (3,418 tins)	1	10	2	24
Onions (4 cases)	0	4	0	0
Unsweetened Milk (258 tins) ...	0	3	1	20
Beef (68 tins)	0	3	1	12
Tripe (144 tins)	0	2	2	8
Fruits (64 tins)	0	1	1	17
Dried Peaches (3 cases)	0	0	3	0
Pork and Beans (48 tins)	0	0	1	20
Sweetened Milk (30 tins)	0	0	0	26¼
TOTAL	2	6	3	15¼

(D)

Articles.	Weight. T.	c.	q.	lbs.
Flour	57	11	0	18
Wheat	4	2	2	21
TOTAL	61	13	3	11

FRESH MEAT.

Particulars respecting emergency slaughters, owing to accident or ordered by the Inspector of the Ministry of Agriculture and Fisheries, and also slaughters carried out on the instructions of the owners, are as follows :—

Overseas (Canadian) Cattle.

Landed.		Disposals.		
Alive.	Dead.	Slaughtered.	Removed Alive by Rail.	Removed Alive by Road.
5,779	1	836	4,900	43

Coastwise (Irish) Live Stock.

LANDED.

Cattle.		Sheep and Lambs.		Pigs.		Goat.	
Alive.	Dead.	Alive.	Dead.	Alive.	Dead.	Alive.	Dead.
16,119	18	14,677	10	121	—	1	—

DISPOSALS.

Cattle.				Sheep and Lambs.				Pigs.		Goat.
Slaughtered by instructions of		Removed Alive by		Slaughtered by instructions of		Removed Alive by		Removed Alive by		Removed Alive by
M.A.F.	Owners.	Rail.	Road.	M.A.F.	Owners.	Rail.	Road.	Road.	Rail.	Road.
2	1,434	3,484	11,199	41	1,382	2,490	10,764	65	56	1

The condemnations are shewn in Table " A."

TABLE SHEWING THE NUMBER OF ANIMALS SLAUGHTERED AT THE FOREIGN ANIMALS WHARF, THE IRISH ANIMALS LANDING PLACE AND ON BOARD SHIP, AND THE NUMBERS FROM WHICH CONDEMNATIONS WERE MADE.

*No. Killed.	Carcases Condemned.					
	Tuberculosis.		Decomposition.		Other Diseases, etc.	
	Wholly.	Partly.	Wholly.	Partly.	Wholly.	Partly.
Overseas :						
837 Cattle ...	—	7	—	—	—	31
Coastwise :						
1454 Cattle...	—	30	7	1	—	76
1433 Sheep...	—	—	1	—	—	13

* Including those animals landed dead.

NUTMEGS.

A considerable quantity of nutmegs are regularly brought into Manchester by London steamers, and very seldom does there arise any cause for complaint as to their suitability for human consumption. One of the few exceptions arose on April 19th, when Inspector Whalley detained a consignment consisting of two bags only, on account of the presence of mould in most of the samples examined. They had been imported for the purpose of grinding up and mixing with other powdered spices.

A sample was submitted to the Public Health Laboratory, and a report received to the effect that the nutmegs though not thoroughly rotted, almost universally showed signs of decomposition and that a mould was very generally present in nearly every sample examined. The consignor was advised of the detention, and asked to submit suggestions for dealing with the consignment for purposes other than for human consumption ; but this he utterly refused to do, at the same time insisting that the nutmegs were quite suitable for grinding and were a legitimate and merchantable commodity.

In view of the attitude adopted by the consignor, it was deemed advisable to submit a second sample to expert examination. Separate parcels from each of the two bags were sent to Professor J. M. Beattie of Liverpool, who reported that of 41 nutmegs in No. 1 bag, 25 were affected with mould, and that of 46 nutmegs in No. 2 bag, 39 were so affected ; that in the majority the mould had invaded the substance of the nutmeg and that, in some, the whole parenchyma was a mass of mould ; that there was no doubt of the liability of the powdered nutmeg to infect foodstuffs and produce a mouldy condition therein. He had cultivated all the moulds and found they were of the genus aspergillus.

The two expert reports quite confirmed the views of your Medical Officer respecting the condition of the nutmegs.

A magistrate's order was obtained to the effect that the consignment must be disposed of for purposes other than human consumption, under the supervision of the Medical Officer of Health, within seven days or be destroyed.

There is a very large amount of ground spice used both in the trade preparation of foodstuffs and in the domestic circle. It is much easier to dust a little of this on to the family rice pudding than to grater a nutmeg over it. The housewife has no chance to gauge the condition of powder unless actually infested with grubs or acari, and is therefore liable to have her food preparations spoiled if kept over say to the next day.

Nutmegs of the class complained of are, of course, cheap, but there should be very little inducement to use them on that account, as inferior qualities which are perfectly sound can be obtained at a reasonable rate and are quite safe to use for this class of trade.

Samples for examination forwarded to the Manchester Public Health Laboratory during the year were :—

Article.	Object of Examination.	Result.
Nutmegs	Unsoundness and presence of mould.	Confirmed.
Tinned Tomatoes ...	Metallic contamination.	Confirmed.
Gooseberry Pulp ...	Fermentation and presence of preservatives.	Former confirmed, but no preservatives detected.

FOREIGN MEAT REGULATIONS.

During February a consignment of pigs' maws arrived from Rotterdam, which, on inspection, shewed the containers to be without official certificates attached thereto. They were duly sent back to Rotterdam in accordance with the Foreign Meat Regulations, and left Manchester on the 2nd February. On the 14th of the same month this particular consignment was again landed in Manchester and on the 16th once more re-shipped for Rotterdam.

It is quite clear that the return of these maws to an English port constituted a breach of Article 13 of the Foreign Meat Regulations, and such being the case, it would appear that the original order for re-exportation had been disobeyed and the goods forfeited. An alternative to seizure and destruction was to serve a fresh order for re-exportation, and as a matter of this kind has to be dealt with very promptly, the latter method was adopted.

The course taken did not appear to exempt the exporter from the obligations of Article 13, which provides that the Captain of a ship, or anyone, must not knowingly land in any port in this country any foreign meat which has been refused entry under these Regulations.

It was considered that the exporters knew quite well what they were doing, and should be held responsible for breaking the Regulations.

A summons was issued against the English branch of the exporting firm and the case was heard by the Salford Stipendiary Magistrate. The Magistrate was satisfied that an offence had been committed but that it had been committed in Holland, and as the defendants were able to shew that the English branch of the firm was a separately constituted company to the Dutch branch, and did not "knowingly" re-import the consignment they were held not to be responsible for the act committed in Holland. This case shews the uselessness of Article 13 as a means of fixing responsibility if the actual offender is not amenable to English laws. As the class of meat concerned is "foreign" the re-loading for this country of a returned consignment is only likely to be "knowingly" done by someone abroad, who is of course not subject to English laws whilst he is in his own country. It also shews the necessity of re-drafting the Regulations so as to cover two points bearing on the case in point. It should be made clear that the re-importation of a consignment previously refused entry is a breach of the original undertaking to re-ship and that the goods are to be forfeited. Further the accredited agent of the exporting firm localised in this country should be held responsible for any re-importation.

THE SANITARY CONDITION OF SHIPS.

The number of vessels registered under the Merchant Shipping Act inspected during the year, totals 2,040. Of these 651 were found with insanitary conditions of various kind. When compared with the numbers for 1922, an increase under both headings is noted. In 1922 the Inspections numbered 1,898, and the defective vessels 568. The percentage of defective vessels is therefore 1.99 higher for 1923. In the Manchester Section there is a decrease of 40 inspections from the previous year, and in the Runcorn Section an increase of 182. The following Table shews the total number of vessels inspected in the Port, together with the total numbers and percentage of defective vessels each year, from 1898 to 1923 inclusive.

Mr. Whalley has assisted in the duties of inspection in each section of the Port as occasion arose.

The total number of vessels inspected within the Port, together with the total number of percentages of defective vessels, from 1898 to 1923 :—

Year.	No. Inspected.	No. Defective.	Percentage.
1898	1346	263	19.5
1899	1294	251	19.4*
1900	1610	231	14.4*
1901	1344	263	19.5
1902	2477	870	35.1
1903	2585	916	38.4
1904	2621	1241	47.35
1905	2510	1169	46.57
1906	2284	984	43.08
1907	2592	1014	39.12
1908	2562	954	37.22
1909	2871	1062	36.99
1910	2879	1003	34.86
1911	2853	1033	36.20
1912	2778	871	31.35
1913	2786	904	32.44
1914	2775	810	29.19
1915	2623	749	28.61
1916	2264	729	32.20
1917	1919	633	32.98
1918	1672	555	33 19

Year.	No. Inspected.	No. Defective.	Percentage.
1919	1875	621	33.12
1920	2015	651	32.30
1921	1611	443	27.49
1922	1898	568	29.92
1923	2040	651	31.91

The number of vessels inspected at various points within the Port during each year are shewn as follows :—

Comparison as to the number of vessels inspected at various points within the Port :—

Year.	Manchester and Salford.	Runcorn and Weston Point.	Ellesmere Port.	Widnes.	Other Places.
1898	762	386	111	60	27
1899	667	308	108	43	168*
1900	619	331	80	63	517*
1901	861	313	70	66	34
1902	1194	862	137	174	110
1903	1087	737	192	206	163
1904	1186	965	175	155	137
1905	1157	863	164	135	191
1906	1105	731	173	99	176
1907	1223	883	191	125	167
1908	1286	852	171	82	171
1909	1338	890	273	174	196
1910	1359	969	285	156	110
1911	1390	909	264	97	193
1912	1369	955	235	94	125
1913	1414	912	223	111	126
1914	1304	821	283	156	211
1915	1345	663	258	106	251
1916	1163	579	206	141	177
1917	947	498	188	136	150
1918	795	474	127	145	131
1919	843	543	189	97	203
1920	886	627	210	79	213
1921	875	395	82	80	179
1922	1056	411	160	98	173
1923	997	501	180	104	258

* Extra Inspector at Eastham.

The following Table shews the progress made during the year in obtaining the remedy of defects.

VESSELS RENDERED SANITARY.

	1915	1916	1917	1918	1919	1920	1921	1922	1923
January	11	35	10	16	17	9	12	4	20
February	20	39	28	20	18	34	20	10	20
March	31	50	28	33	26	24	15	15	26
April	19	46	29	32	8	11	16	18	25
May	17	71	26	18	22	20	11	27	41
June	32	61	34	25	32	22	13	31	21
July	33	43	33	25	19	20	10	26	33
August	45	56	13	38	18	24	8	23	28
September	30	54	32	30	20	20	13	23	27
October	31	50	35	26	23	9	26	23	48
November	41	33	33	23	20	29	13	31	27
December	34	86	39	39	28	26	4	31	28
Totals	387	396	340	325	251	248	161	262	344

Thirty-seven Public Health Notices have been served, as against thirty-six in 1922. It has been ascertained that sixteen of these have been fully complied with and two partly. There has been no opportunity of inspecting the other vessels.

TOTALS OF MONTHLY INSPECTIONS FOR 1910-20-21-22-23.

	1910. (Record Year)			1920.			1921.			1922.			1923.		
	M/C.	RUN-CORN.	TOTAL.	M/C.	RUN-CORN.	TOTAL.	M/C.	RUN-CORN.	TOTAL.	M/C.	RUN-CORN.	TOTAL.	M/C.	RUN-CORN.	TOTAL.
January ...	90	86	176	41	44	85	51	38	89	59	33	92	63	46	109
February ...	97	110	207	77	90	167	72	74	146	80	44	124	91	88	179
March ...	111	111	222	105	108	213	57	35	92	93	38	131	87	65	152
April ...	98	107	205	69	62	131	82	69	151	86	45	131	103	74	177
May	133	149	282	72	87	159	87	47	134	110	77	187	87	89	176
June ...	121	112	233	98	106	204	76	35	111	91	77	168	81	79	160
July	114	128	242	78	97	175	54	49	103	115	91	206	115	113	228
August ...	135	129	264	106	98	204	89	37	126	94	62	156	81	70	151
September	107	120	227	79	67	146	86	77	163	95	64	159	87	62	149
October ...	139	157	296	81	60	141	103	90	193	103	76	179	103	93	196
November...	104	100	204	98	92	190	89	54	143	91	61	152	87	48	135
December	176	145	321	109	91	200	117	43	160	132	81	213	124	104	228
TOTALS ...	1425	1454	2879	1013	1002	2015	963	648	1611	1149	749	1898	1109	931	2040
INCREASE (+) OR DECREASE (—) from previous year				+92	+48	+140	—50	—354	—404	+186	+101	+287	—40	+182	+142

1923.—TABLE A.

Shewing the number of vessels inspected and found insanitary arriving from Foreign and Coastwise Ports :—

	Inspected.	Insanitary.	No. of Orders issued under P. H. Act.
Foreign—			
Steamships	1013	313	2
Sailing Vessels	8	1	0
Totals	1021	314	2
Coastwise—			
Steamships	656	202	10
Sailing Vessels	363	135	25
Totals	1019	337	35
Gross Totals ...	2040	651	37

TABLE B.

Shewing the number of British and Foreign vessels inspected and number found insanitary :—

		Inspected.	Insanitary.
British	Steamships	1139	399
,,	Sailing Vessels	120	33
,,	Flats and Barges ...	248	102
Foreign	Steamships	530	116
,,	Sailing Vessels	3	1
	Totals	2040	651

Re-visits	445
Gross Total of Visits and Re-visits	2485

TABLE C.

Shewing the number of vessels inspected and number found insanitary at different points in the Port :—

	Inspected.	Insanitary.
Acton Grange	30	7
Astmoor Marsh (Wigg's Works) ...	63	12
Barton	9	3
Davyhulme	23	7
Eastham	7	1
Eccles (including Irwell Park Wharf)	63	27
Ellesmere Port	180	82
Irlam	1	0
Latchford	2	0
Manchester, Salford and Stretford	997	284
Partington	16	2
Runcorn	258	90
Stanlow Oil Dock	19	3
Warrington	20	3
Weston Point	243	91
Weston Mersey Lock	5	3
Widnes	104	36
Totals	2040	651

TABLE D.

Shewing the Nationalities of the vessels inspected and number found insanitary :—

	Inspected.	Insanitary.
British	1507	534
American (U.S.)	74	20
Belgian	1	0
Danish	53	7
Dutch	38	3
Egyptian	1	1
Esthonian	3	1
Finnish	11	1
French	6	2
German	63	11
Greek	10	5
Italian	4	0
Japanese	1	0
Jugo-Slav	1	0
Latvian	2	2
Norwegian	134	42
Polish...	1	0
Roumanian	3	2
Russian	1	0
Spanish	22	10
Swedish	104	10
Totals	2040	651

TABLE E.

Shewing the number of crews of various Nationalities on vessels inspected during the year :—

British—	
Europeans	25,594
Lascars	4,426
Chinese	174
Arabs	16
	30,210
Norwegian	2,822
American (U.S.)	2,580
Swedish	2,085
German	1,259
Danish	992
Dutch	754
Spanish	545
Greek	293
Finnish	250
Italian	132
Roumanian	102
French	100
Japanese	75
Esthonian	61
Latvian	48
Russian	35
Jugo-Slav	33
Belgian	32
Egyptian	30
Polish	15
Total	42,453

Table F.

Giving particulars of insanitary conditions found in the different vessels inspected :—

CREW'S QUARTERS.	Steam Ships.	Sailing Vessels.	Flats and Barges.
Accumulations of dirt and refuse in quarters	6	—	—
Accumulations of stagnant water in quarters....	24	—	—
Air pipe to ballast tank terminating in forecastle	3	—	—
Bilges requiring or inaccessible for cleaning ...	3	—	1
Bulkheads defective, allowing communication between W.C.'s, holds, etc., and quarters	6	—	11
Chain lockers open to forecastles, casing defective, etc.	3	—	—
Chain locker casing broken	4	—	—
Condensed moisture forming on iron decks and beams	7	—	—
Decklights, portlights, etc., broken and defective........	144	4	15
Drainage of quarters defective, allowing communication with W.C.'s, etc........	27	—	1
Forecastles, etc., requiring cleansing, painting, limewashing, etc.	170	13	25
Forecastles, etc., infested with vermin	2	1	—
Forecastles, etc., deficient in lighting	17	—	15

	Steam Ships.	Sailing Vessels.	Flats and Barges.
Forecastles, etc., deficient in lighting owing to lights being covered by deck cargo, etc.	14	—	—
Floorings, fittings, etc,, defective..................	7	—	18
Forecastles overheated owing to cooking being done in same, or other cause	4	3	—
Iron over bunks unsheathed	5	—	1
Miscellaneous leakages into quarters	91	12	58
Ship's gear, stores, etc., kept openly in, or in communication with quarters.....................	5	12	—
Ventilation inefficient or ventilators defective ...	29	5	10
No bed berths provided	—	—	1
CONDITION OF DECKS.			
Accumulations of dirt and refuse about decks ...	15	—	—
HEATING.			
Stoves and stove pipes defective.....................	17	4	10
No stove or stove pipe provided	4	1	1
OVERCROWDING			
And uncertified accommodation occupied	6	—	1
Certified accommodation not marked in forecastle	6	—	—
STORAGE OF FOOD.			
Lockers without doors	4	—	—

	Steam Ships.	Sailing Vessels.	Flats and Barges.
Lockers requiring cleansing, limewashing, painting, repairing, etc.	—	—	1
Food kept open in quarters	—	—	1
STORAGE OF WATER.			
Water tanks, etc., requiring cleansing	45	—	—
Water tanks not accessibe for cleansing	1	—	1
Water tanks, casks, etc., in a defective condition	8	1	14
No water receptacle: or receptacle of insufficient capacity	—	—	3
Water receptacle kept in a position liable to contamination	—	—	6
WATER CLOSETS.			
Flushing apparatus defective	42	—	—
Flush and soil pipes defective	4	—	—
Pans, urinals, etc., in a foul or defective condition	10	2	—
Closets in foul condition	23	—	—
,, deficient in light or ventilation, or both	5	—	—
,, doors and seats absent or requiring repairs	7	—	—
Totals	768	58	194

SHIPPING ENTERING THE PORT DURING THE YEAR.

		Number.	Tonnage.	Number inspected.	Number reported to be defective.	No. of Orders issued.
Foreign	Steamers	1944	2,676,055	1013	313	2
	Motor Vessels	18	33,163	—	—	—
	Sailing Vessels	11	1756	8	1	0
	TOTAL FOREIGN	1973	2,710,974	1021	314	2
Coastwise	Steamers	2109	522,921	656	202	10
	Motor Vessels	21	2581	—	—	—
	Sailing Vessels	121	11,137	*363	135	25
	TOTAL COASTWISE	2251	536,639	1019	337	35
TOTAL FOREIGN AND COASTWISE		4224	3,247,613	2040	651	37

* This includes Flats and Barges engaged in Inland Navigation.

CATTLE BOATS.

The following are the particulars respecting the overseas cattle trade of the port :—

Date of Arrival.		Name of Vessel.	From	Shipped.	Lost at Sea.	Landed Alive.
April	5 ...	s.s. " Manchester Division "	St. John, N.B.	425	2	423
,,	16 ...	s.s. " Manchester Brigade "	St. John, N.B.	420	1	419
May	1 ...	s.s. " Manchester Producer "	St. John, N.B.	351	1	350
,,	15 ...	s.s. " Manchester Corporation " ...	St. John, N.B.	629	0	629
,,	26 ...	s.s. " Manchester Regiment "	Montreal	267	2	265
June	6 ...	s.s. " Manchester Division "	Quebec	582	3	579
,,	6 ...	s.s. " Manchester Shipper "	Montreal	576	0	576
,,	14 ...	s.s. " Manchester Brigade "	Quebec	633	1	631*
,,	20 ...	s.s. " Manchester Hero "	Montreal	157	0	157
July	5 ...	s.s. " Manchester Corporation " ...	Montreal and Quebec ...	559	2	557
Aug.	7 ...	s.s. " Manchester Hero "	Montreal	196	0	196
Sept.	11 ...	s.s. " Manchester Regiment "	Montreal	282	0	282
Oct.	31 ...	s.s. " Manchester Corporation " ...	Montreal	381	0	381
Nov.	10 ...	s.s. " Manchester Shipper "	Montreal	168	1	167
Dec.	12 ...	s.s. " Manchester Producer "	Montreal	168	1	167
			Totals	5,794	14	5,779

* Excluding one beast landed dead.

Each steamer after discharging cattle was visited by Inspector Atkinson who gave the necessary instructions and directions respecting cleansing of cattle decks, this work being, on the whole, carried out in an efficient manner. The following leaflet has been issued and a copy handed to the Master of every vessel engaged in this trade :—

PORT OF MANCHESTER SANITARY AUTHORITY.

INSTRUCTIONS OF THE MINISTRY OF AGRICULTURE AND FISHERIES RESPECTING THE CLEANSING AND DISINFECTING OF VESSELS CARRYING HORSES, CATTLE, &C.

(Animals—Transit and General—Order, 1912, and
Animals—Transit and General—Amendment Order, 1924).

A vessel used for carrying animals by sea, or on a canal, river, or inland navigation, shall, after the landing of animals therefrom, and before the taking on board of any other animal or other cargo, be cleansed and disinfected as follows :—

(i.) All parts of the vessel with which any animal or its droppings or other excretions have come in contact shall be disinfected in the manner hereinafter prescribed. The said parts shall then be scraped and swept, and then be thoroughly washed or scrubbed or scoured with water ; and then again disinfected in the manner hereinafter prescribed.

(ii.) All fittings, pens, hurdles, or utensils used for or about animals shall be disinfected in the manner hereinafter prescribed. Such fittings, pens, hurdles, or utensils shall thereafter be scraped, and then thoroughly washed or scrubbed or scoured with water ; and then again disinfected in the manner hereinafter prescribed.

The scrapings and sweepings of the vessel shall not be landed unless and until they have been well mixed with quicklime. Such scrapings and sweepings shall, if landed, be forthwith effectively removed from contact with animals.

All head-ropes or halters habitually used for securing animals on a vessel shall, as soon as practicable after each occasion on which they are so used and before they are again used for animals, be disinfected by a thorough immersion in a disinfectant hereinafter prescribed.

FODDER AND LITTER.

All partly consumed or broken fodder that has been supplied to, and all litter that has been used for or about, animals carried by sea, or on a canal, river, or inland navigation, shall, if and when landed from the vessel, be forthwith well mixed with quicklime and be effectually removed from contact with animals, or be effectively destroyed by fire.

MOVEABLE GANGWAYS AND OTHER APPARATUS.

A moveable gangway, passage-way, cage, or other apparatus used for the loading or unloading of animals on or from a vessel, or otherwise used in connection with the transit of animals by sea, or on a canal, river, or inland navigation, or used for the loading or unloading of animals on or from a railway truck or other railway vehicle or otherwise used in connection with the transit of animals on a railway, shall as soon as practicable after being so used, be disinfected in the manner hereinafter prescribed, and the apparatus shall then be scraped and swept, so as effectually to remove therefrom all dung, litter, and other matter, and then be thoroughly washed or scrubbed or scoured with water, and again disinfected in the manner hereinafter prescribed.

The scrapings and sweepings of the apparatus, and all dung, litter, and other matter removed therefrom shall forthwith be well mixed with quicklime, and be effectually removed from contact with animals, or be effectively destroyed by fire.

Disinfection Prescribed in Specified Cases.

The prescribed manner of disinfection to be adopted in the case of any place or thing or part of a place or thing required to be disinfected under this Order or any Regulation thereunder is as follows :—

The place or thing, or the part thereof, required to be disinfected shall be thoroughly coated or washed with—

(*a*) A one per cent. (minimum) solution of chloride of lime (containing not less than thirty per cent. of available chlorine) ; or

(*b*) A four per cent. (minimum) solution of carbolic acid (containing not less than ninety-five per cent. of actual carbolic acid) ; or

(*c*) A disinfectant equal in disinfective efficiency to the above-mentioned solution of carbolic acid.

In addition to meeting the requirements of the Ministry of Agriculture and Fisheries, cleansing carried out in the manner indicated will be considered as fulfilling the obligations of a ship's master under the nuisance clauses of the Public Health Act, 1875.

W. F. DEARDEN,
Port Medical Officer of Health.

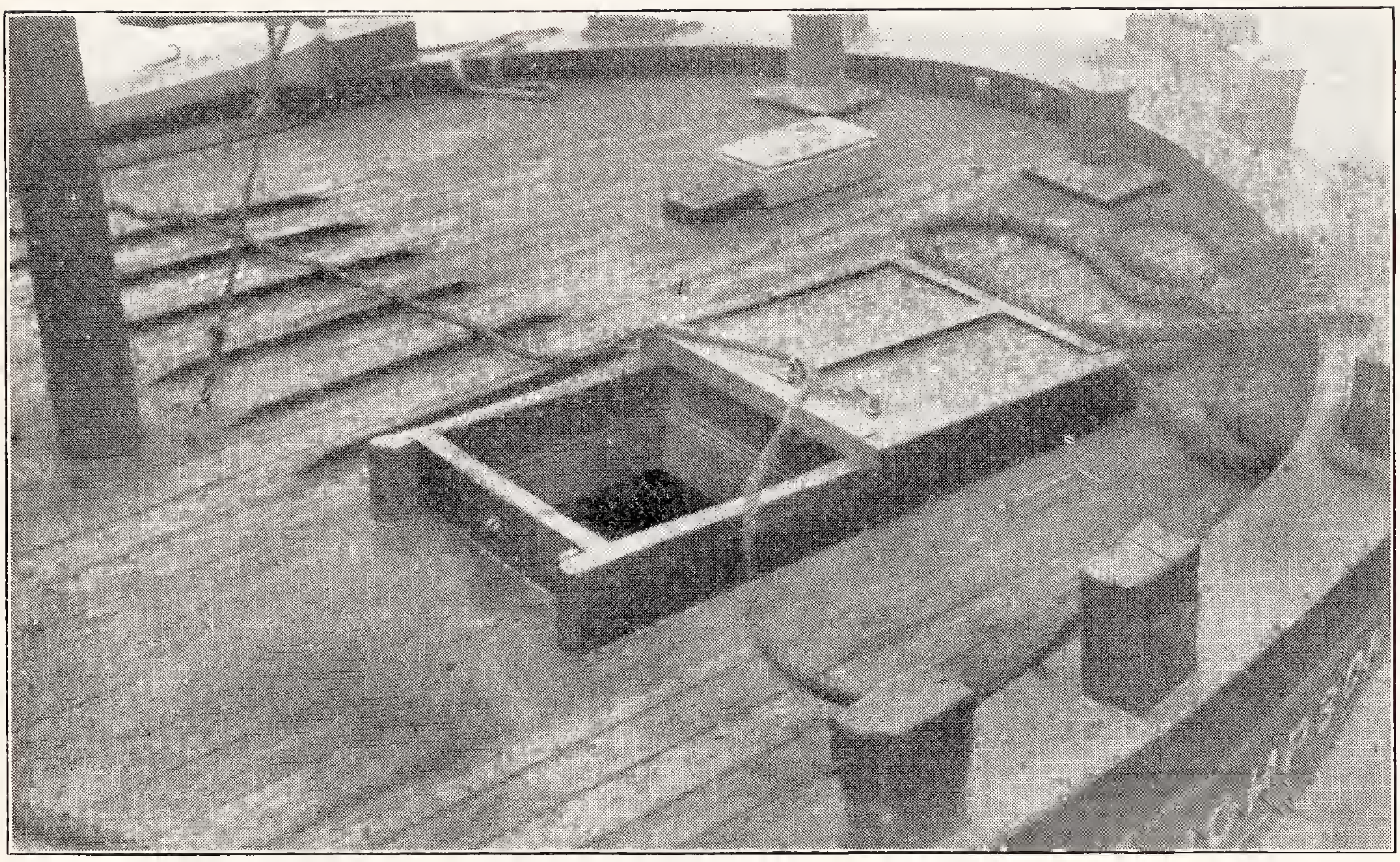
THE HOUSING OF CATTLEMEN ON SHIPBOARD.

It was with considerable regret that your Medical Officer found it necessary to report to the April meeting of the Authority the existence of a serious nuisance on each of the first two vessels bringing up Canadian Store Cattle to Manchester. This nuisance arose through the improper way in which the cattlemen had been housed on board. On each vessel the cattle were under the care of a Veterinary Surgeon, two leading men and a number of ordinary cattlemen. The Veterinary Surgeon and the two leading men were reasonably accommodated away from the cattle, but the living accommodation of the ordinary cattlemen was situated among the cattle themselves. These cattlemen are technically part of the crew and as regards accommodation are entitled to the minimum standard fixed by the Merchant Shipping Act and the Regulations of the Board of Trade. Their quarters must conform to a standard of natural lighting ; they must be properly ventilated and free from effluvium ; they must allow 15ft. of floor space per man and at least 120 cubic feet of air space. On April 7th, in consequence of a report by Inspector Atkinson, the Medical Officer of Health paid a visit to a steamer which had two days before discharged 423 Canadian cattle. He had previously inspected this vessel, in June, 1922, when she came up to Manchester after discharging cattle at Birkenhead, and had then found the accommodation for cattlemen to be most improper and insanitary. At this time a distinct promise was made by the owners that all their vessels carrying cattle would be brought up to the requirements of Crew Space Regulations. On the second visit all the insanitary conditions complained of in the previous June, were again in evidence. The 'tween deck constituted the cattle deck, and between the hatchway and the ship's side a space, 16ft. by 10ft., had been enclosed by rough wooden bulkheads. The doorway, being only about 2ft. from the nearest stall, was fitted with a slide door and the bulkhead adjacent to the hatchway was provided with an opening, 4ft. by 2ft. for ventilating purposes. There were twelve wooden bunks and a mess table, whereas the floor space provided barely exceeded the minimum allowed for ten men. There were no means provided for admitting daylight by ports or otherwise. One of the main ventilating shafts, which is fitted with an adjustable cowl on the top, passed through this enclosed space and provided the only means of direct and constant communication with the outside air. As this shaft, from its position aft, would have been acting as an extractor during most of the time at sea, it must have been drawing the impure air from the cattle deck through the men's quarters, so that the only ventilation there would be was very much second hand. In this respect it should be mentioned that, although the cattle had on the whole proved to be exceptionally healthy, they were not altogether free from pulmonary tuberculosis. Three out of the eighty slaughtered at the port from these two consignments exhibited localised tubercular lesions, in two cases the lungs being affected, but the necessary condemnations did not extend to the carcases. Though these findings are if anything favourable to the herd, they do indicate a serious factor in air pollution. It should also be noted that the manure is not removed until the end of the voyage. The only redeeming feature was the circumstance of the quarters being adjacent to the hatchway and the possibility of the hatches, in whole or part, being removed during calm and fine weather. On the other hand, bad weather meant the almost complete cutting off of both man and beast from the open air. The owners were advised that they had disregarded their promise of the previous June, and had reintroduced, on the same vessel, the unsatisfactory conditions then complained of. It was pointed out that they were contravening the Public Health Act 1875, under four distinct headings, viz., overcrowding, absence of natural lighting, improper ventilation and the keeping of animals under (technically) the same roof. The firm excused themselves on the grounds that they did not know, when the vessel left Manchester, that she would carry cattle on the homeward trip, and again promised that proper accommodation would be provided. They also stated that the cattlemen's quarters had been put in under the supervision of the Canadian authorities. On April 16th, another steamer belonging to the same company arrived with 419 cattle. The accommodation for cattlemen was an exact duplicate of that provided on the first steamer. The owners, on being advised of the nuisance, tendered the same excuse, and made the same promise as before. The Medical Officer received instructions to serve abatement notices in each case. The principal surveyor of the Board of Trade, at Liverpool, had been informed of the breach of his Department's regulations, and kindly gave his immediate and close personal attention to the provision of proper accommodation on both vessels. As a result of the action taken by the two authorities concerned both vessels were fitted up with most excellent accommodation on the main deck amidships and no further proceedings were regarded as necessary. These cases aroused a considerable amount of public interest both in this country and in Canada, and formed the subject of several questions in the Parliaments of both countries.

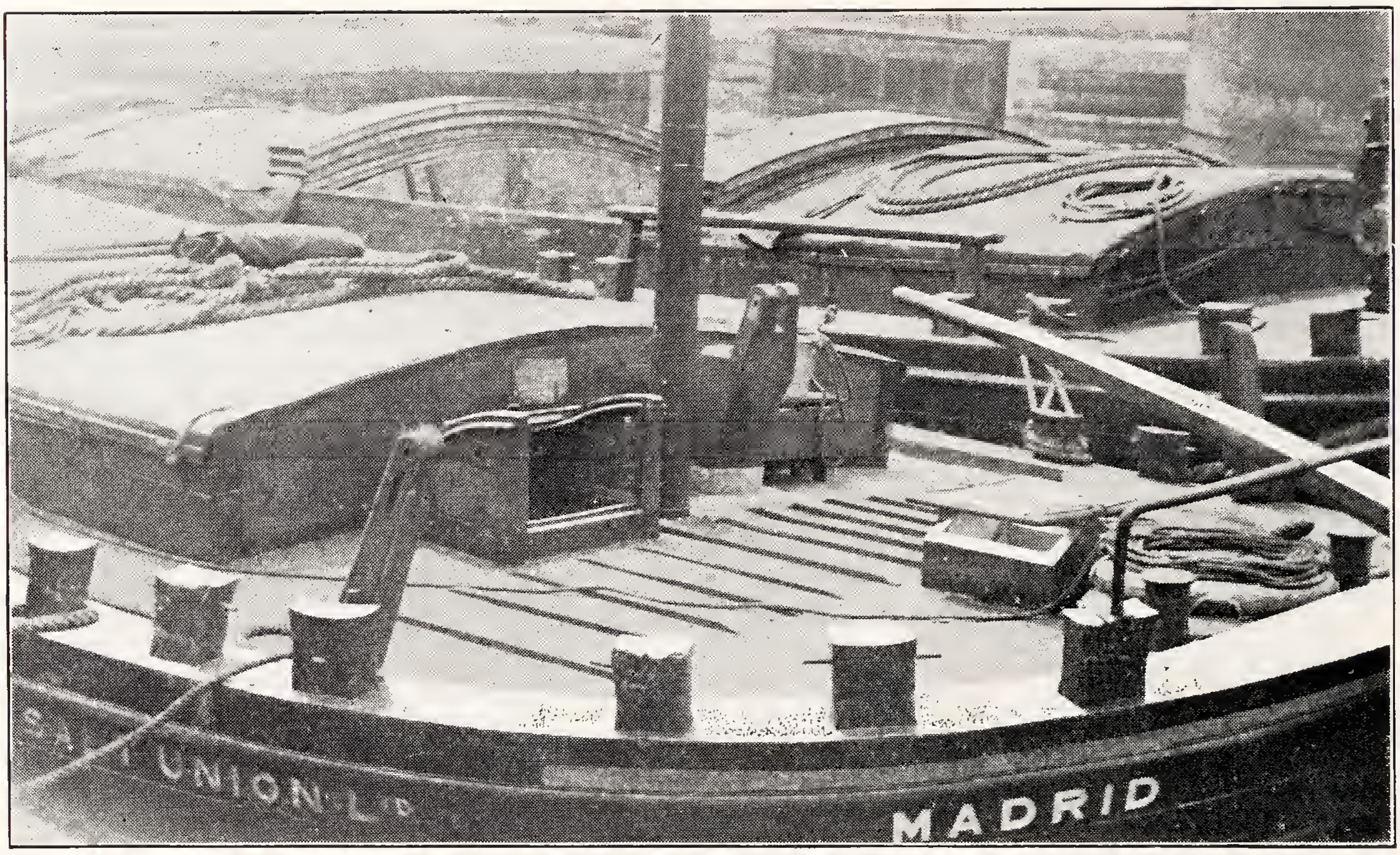
One of the cattle men died during the passage home from "bronchitis" and was buried at sea.

PROSECUTION.

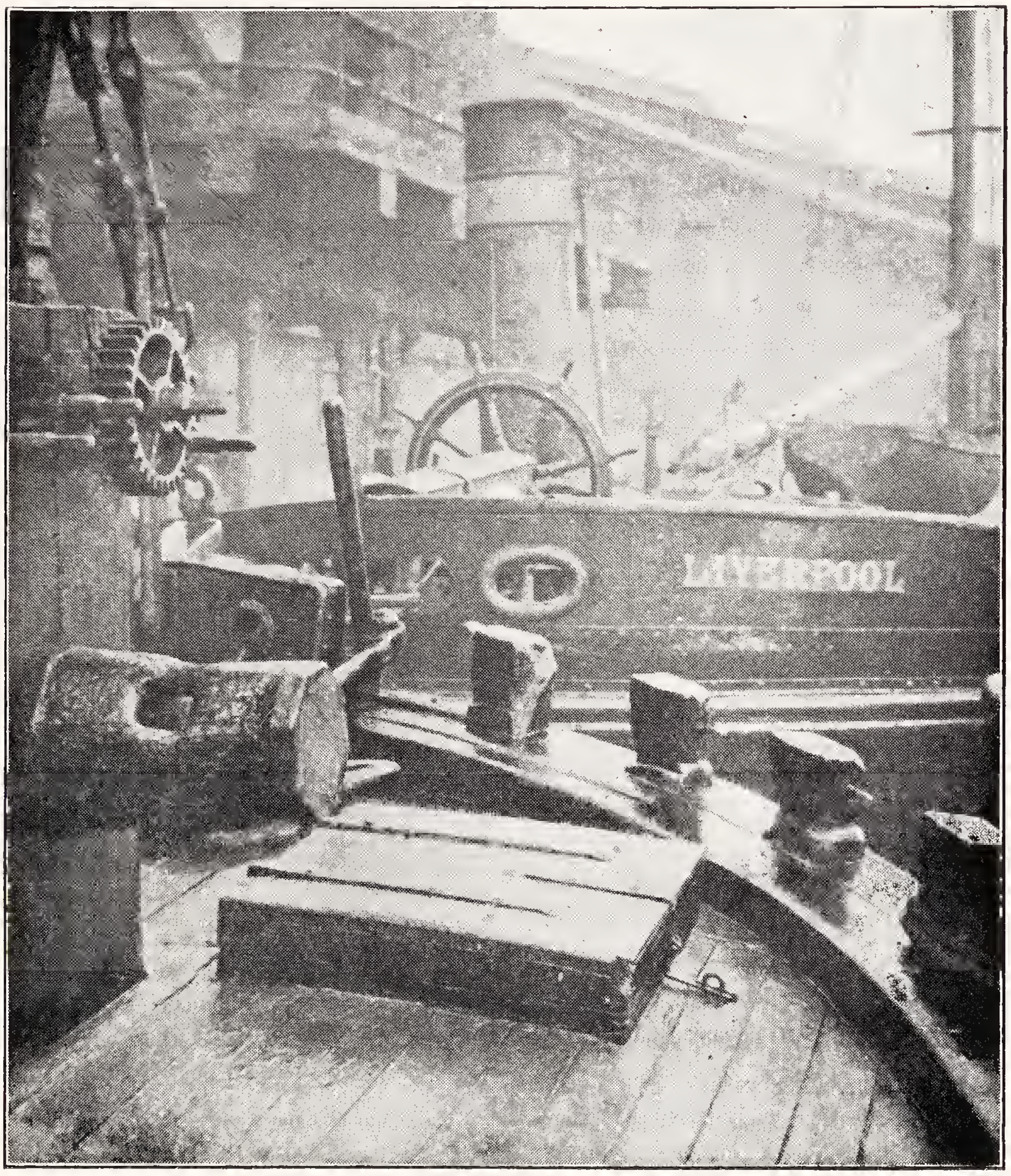
For a considerable period your Medical Officer has been endeavouring to obtain better housing conditions for the men who work flats and barges. One of the very bad features of the accommodation provided has relation to the matter of ingress and egress by means of the old-fashioned scuttle. This simply consists of a square hole cut in the deck, surrounded by very shallow weather-boards and provided with a simple hinged or sliding cover. When the cover



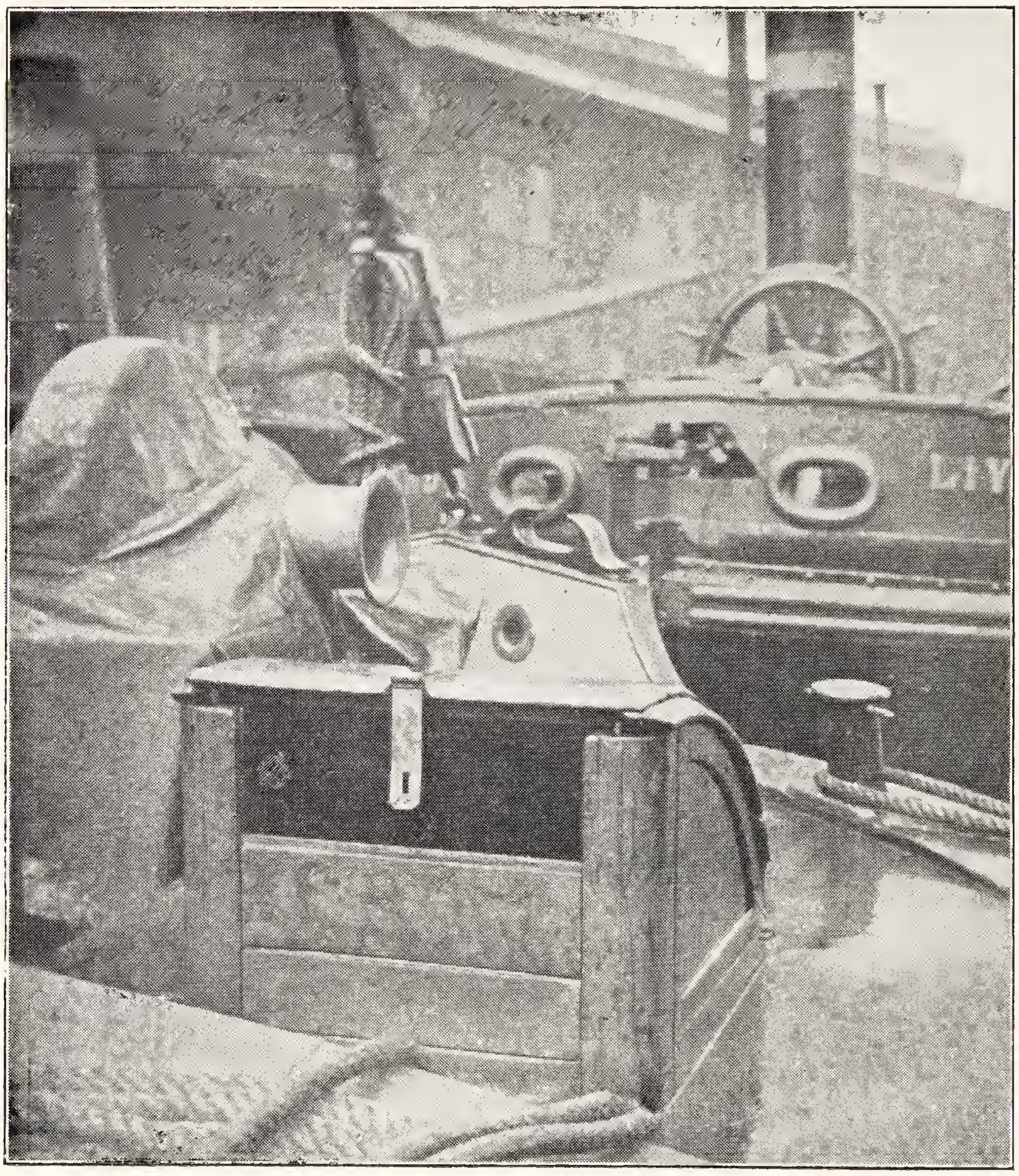
Sliding Scuttle Hatch, (after Cabin); also shewing old type of ventilator and cover.



Improved Companion-way (after Cabin); also shewing approved type of ventilator and skylight.



Hinged Scuttle Hatch (forward Cabin).



Improved Companion-way (forward Cabin).

is up, rainwater gets into the cabin and frequently saturates the bedding ; sometimes the wash from the river acts in the same way. As it is not usual to have an all-weather ventilator and frequently there are no decklights, there is mostly neither light nor ventilation when the cover is on. Your officers have been very successful in persuading owners to substitute an effective companion-way in place of this ancient arrangement. This is in shape like a quarter drum ; one flat side fitting over the opening, the other flat side being vertical from the deck and providing the main part of the opening, whilst the top side is the quarter-round. The uprights of the entrance are slotted for the reception of weather-boards and the front part of the round will turn or slide back. In good weather the weather-boards can be out and the top turned back ; in bad weather all except the top weather-board can be placed in position and thus afford adequate protection against rain or wash without undue interference to ventilation and light.

The first prosecution for a nuisance caused through saturation of the bedding and general dampness of the cabin, as a consequence of the wrong type of scuttle, took place at Ellesmere Port in May, the owners have definitely refused to remedy the defect in accordance with the Notice served upon them under the Public Health Act, 1875. The defendants were fined £2 and ordered to make the necessary repairs and alterations, as specified in the Notice, within a period of seven days. Special costs were allowed.

The case is interesting in that it shews a Bench of Magistrates to be satisfied of the insanitary nature of the old scuttle in these craft, and that the crews are entitled to have their living quarters provided with reasonable method of ingress and egress which will be available in all kinds of weather and will not create discomfort to themselves or tend to injure their health.

SEWER OUTFALL NUISANCE.

The Surveyor and Superintendent of the Upper Mersey Navigation Commission had made a series of complaints to Mr. Richmond respecting a nuisance existing at the outfall of a sewer belonging to the Runcorn Urban Dictrict Council which is situated at the West end of the Buoy Shed, on No Man's Land. This Officer made a written complaint, on January 4th, which was forwarded to your Medical Officer by Mr. Richmond. He stated that the smells were so bad that his men were unable to remain on the premises at times, and that he, himself, had been compelled to knock off duty for a day at a time ; that the approach to this shed was often rendered impossible at low water, and that his boats' crews had often been compelled to suspend operations for hours until a flowing tide covered up the river bed at this spot ; that the main part of the work of buoying the upper reaches, from Garston to Warrington, *i.e.*, the preparing of the buoys, is carried out at this place, and that it was a serious matter to have this important function so frequently interfered with. Your Medical Officer of Health inspected this outfall and found the complaints to be justified. Although the Buoy Shed might have been moved to another site, it was apparent on technical grounds that such solution would not be satisfactory.

On January 15th, the Medical Officer of Health for Runcorn was advised of the complaint and informed that the Order constituting the Port Sanitary Authority gives jurisdiction over the waters within the Port, and assigns to the Authority powers under Sections 91 to 111 of the Public Health Act, 1875. It was further pointed out that the sewer being the property of the Urban District Council it would necessarily be an obligation of this body to see that the nuisance be abated. The opinion was expressed that the four tanneries which discharge their effluent into this sewer were putting into it refuse which would create a nuisance, and it was mentioned that Mr. Richmond had secured the skin of a calf's head, the skin of a tail, a pig's tail, and an ear, as samples of the material picked up in his presence at this outfall. It was suggested that the remedy must be effected at the tanneries and that the Authority would be extremely obliged if he would take the matter in hand. The Runcorn Medical Officer of Health kindly promised to give attention to the complaint, and was written again on February 17th enquiring what progress had been made with the offending firms. On the 20th instant information was received to the effect that the several tannery companies had been written to and told that better attention must be given at the settling tanks and that solid material must not be allowed to enter the sewer. Your Medical Officer has reason to believe that the action taken has proved to be quite satisfactory in its results.

LIST OF PORTS TRADING REGULARLY WITH THE PORT OF MANCHESTER, TOGETHER WITH CHIEF IMPORTS FROM, AND EXPORTS TO, SUCH PORTS.

COASTWISE.

PORT.	IMPORTS.	EXPORTS.
Aberdeen	Granite, general	Cottons and general.
Avonmouth	Oils and motor spirit	......
Belfast	Potatoes, flax, cordage, linen goods, paper making materials.	Cottons, ironwork, machinery, motor cars.
Cork	Bacon, eggs, butter, cattle, tractors.	General, motor cars.
Dublin	Cattle, sheep, pigs, stout, biscuits, bacon.	General, motor cars.
Dundee	Jute goods, linoleum and general.	Cottons and general.
Glasgow and Greenock	Oatmeal, iron and ironwork, general.	Cotton goods, chemicals, general.
Leith	General goods	Cottons, machinery and general.
London	General (chiefly foods), cement, cables, tea, and Australian tranship goods.	Manchester goods, iron wire.
Plymouth	Burnt Ore	......
Swansea	Oils and motor spirit	......

LIST OF PORTS TRADING REGULARLY WITH THE PORT OF MANCHESTER, TOGETHER WITH CHIEF IMPORTS FROM, AND EXPORTS TO, SUCH PORTS.—*Continued.*

FOREIGN.

PORT.	IMPORTS.	EXPORTS.
Adelaide	Wheat, wool, meats, copper bars.	Machinery, Manchester goods, wire.
Alexandria	Cotton, cotton seed, eggs, oranges, onions.	Machinery, paints, hardware, cotton goods, coal.
Alexandretta	......	Cottons, hardware, etc.
Almeria	Oranges, esparto grass.	......
Amsterdam	Margarine, bacon, farina, condensed milk.	Cotton and woollen goods, machinery.
Antwerp	Steel, cement, glassware.	Chemicals, cotton, linen and woollen goods.
Auckland	Frozen meat	Machinery, Manchester goods, wire, salt.
Bahia Blanca and other River Plate Ports.	Grain	......
Baltic Ports	Paper, pulp, timber	Cottons, machinery, coal and coke.
Baltimore	Grain, apples, starch, steel, etc., hardwoods.	Manchester goods, ore.
Benisaf (Algeria)	Iron ore	......

LIST OF PORTS TRADING REGULARLY WITH THE PORT OF MANCHESTER, TOGETHER WITH CHIEF IMPORTS FROM, AND EXPORTS TO, SUCH PORTS.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Bergen	Canned fish	Manchester goods.
Beyrout	......	Cotton goods, machinery.
Black Sea Ports	Grain, oil, timber	Cottons, hardware.
Bluff, N.Z.	Frozen meat, grain, cheese	Manchester goods, machinery, wire.
Bombay	Ore, wheat	Manchester goods, machinery, chemicals, paints.
Bordeaux	Brandy, wines, resin, aloxite ore.	Coal, cotton and woollen goods, machinery, pitch.
Boston, U.S.A.	Bacon, lard, canned meats, cotton, grain, leather, apples.	Paper stock, machinery, Egyptian cotton.
Botwoodville	Paper and pulp	......
Bremen	General goods, timber	Manchester goods, cotton waste.
Brisbane	Frozen meat, canned meats, grain, wool.	Manchester goods, machinery, wire.
Brunswick, Ga.	Cotton	......
Buenos Aires	Grain, meats	......

List of Ports Trading Regularly with the Port of Manchester together with Chief Imports From, and Exports To, such Ports.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Burriana	Oranges, onions	......
Calcutta.....................	Tea, coconut oil, hemp....	Manchester goods, machinery, salt.
Cartagena..................	Oranges, onions	......
Castellon....................	Oranges, onions	......
Charlestown	Cotton, hardwoods.........	......
Christiania	Timber, paper, pulp	Manchester goods, machinery, coke.
Constantinople............	Grain, dried fruits	Cotton goods, machinery, hardware.
Cienfuegos	Molasses	......
Colombo	Tea, desiccated coconut.	Manchester goods.
Copenhagen...............	Farina and general	Manchester goods, machinery, coke.
Dantzig	Timber, barrel staves......	Cotton waste, machinery.
Drammen	Paper and pulp	......
Drontheim	Paper, timber................	......

List of Ports Trading Regularly with the Port of Manchester, together with Chief Imports From, and Exports To, such Ports.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Dunedin	Frozen meats	Manchester goods, machinery, salt, ironwork.
Dunkirk	General goods	Coal tar products, cotton goods, machinery.
Finland	Pulp-wood	......
Freemantle	Grain	Manchester goods, wire.
Galveston	Cotton, grain, timber, phosphate rock.	Creosote oil.
Geelong	Wheat	Manchester goods.
Gefle	Timber	......
Genoa	Lemon peel, etc., olive oil, essences.	Pitch, cotton goods.
Ghent	Steel, cement and general	Chemicals, cotton and woollen goods, machinery.
Gothenburg	Paper, pulp, timber	Chemicals, cotton goods, machinery, coke.
Halifax, N.S.	Grain, apples, timber	Manchester goods, salt
Halmstad	Timber	......

LIST OF PORTS TRADING REGULARLY WITH THE PORT OF MANCHESTER, TOGETHER WITH CHIEF IMPORTS FROM, AND EXPORTS TO, SUCH PORTS.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Hamburg	Sugar, general, timber	Cotton waste, cotton goods and general.
Helsingfors	Timber, paper, pulp	......
Hobart	Apples, pears	Manchester goods, machinery.
Huelva	Iron ore	......
Jacksonville	Cotton, hardwoods	......
Jaffa	Oranges	Cotton goods.
Kotka	Timber, paper, pulp	......
Karachi	Wheat	......
Leghorn	Fruit, marble	Cotton and woollen goods.
Levant Ports	Grain, dried fruits	Cottons, hardware.
Lyttleton	Frozen meat	Manchester goods, machinery.
Malaga	Oranges	......
Malta	......	Machinery and cotton goods and potatoes.
Melbourne	Wheat, frozen meats, wool	Machinery, wire, chemicals, cotton and woollen goods.

List of Ports Trading Regularly with the Port of Manchester, together with Chief Imports From, and Exports To, such Ports.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Melilla	Iron Ore	......
Messina	Lemons, peel, plumbago	......
Mobile	Timber and cotton	......
Montreal	Grain, timber, cheese, bacon, lard, flour.	Manchester goods, machinery, earthenware, paints, salt.
Nantes	......	Machinery, chemicals.
Naples	Lemons, peel in brine, marble.	Manchester goods.
Narvik	Ore	......
New Brunswick	Cotton	......
New Orleans	Cotton, oil, timber, grain.	Creosote oil.
New York	Oil, grain, bacon, flour, cotton, tobacco, motors and parts.	Cotton, linen and woollen goods, paper stock.
Norfolk, Va.	Cotton, tobacco	......
Pacific Coast Ports	Grain, timber, canned goods.	......
Pensacola	Timber, cotton	......

List of Ports Trading Regularly with the Port of Manchester, together with Chief Imports From, and Exports To, such Ports.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Philadelphia	Flour, bacon, tobacco, motors and parts, cotton.	Cotton, linen and woollen goods, chemicals.
Pomaron....................	Iron ore	......
Port Arthur (Texas) ...	Oil and motor spirit.......	......
Port Chalmers	Frozen meat..................	Manchester goods, machinery.
Portland (Oregon).......	Canned goods, timber.....	......
Puerto Mexico	Asphaltum	......
Quebec	Timber, grain	Manchester goods, salt.
Reval	Timber	......
Riga	Timber	Cotton, machinery.
Rosario	Grain	......
Rotterdam	Sugar, strawboards, general.	Manchester goods, woollen goods, cotton yarn and waste.
Rouen	Sand, sugar, cotton waste.	Machinery, cotton and woollen goods, pitch.
San Francisco............	Canned and dried goods, grain, wood.	......
Savannah	Cotton..........................	......

List of Ports Trading Regularly with the Port of Manchester, together with Chief Imports From, and Exports To, such Ports.—*Continued.*

PORT.	IMPORTS.	EXPORTS.
Seattle	Canned goods, timber	......
Seville	Bitter oranges, lead	......
Skien	Paper and pulp	Coke.
St. John, N.B.	Timber	Manchester goods, machinery, salt, ore.
St. Nazaire	......	Pitch.
Stockholm	Paper, pulp	......
Sydney, N.S.W.	Frozen and canned meats, wool, copper bars, pig lead.	Manchester goods, wire, machinery.
Syrian Coast Ports	Seeds for oil crushing	Manchester goods.
Tampico	Oil	......
Treport	Flints, cotton waste and general.	Machinery, cotton and woollen goods.
Tripoli (Syria)	......	Machinery, cotton goods.
Tunis	......	Machinery, cotton goods.
Valencia	Oranges, onions, melons, rice, pomegranates, tomatoes.	......
Vancouver	Canned goods, grain, lead	......
Wellington	Frozen meats, cheese, wool.	Manchester goods, machinery, salt.

REPORT ON THE ADMINISTRATION OF THE CANAL BOATS ACTS, 1877–84.

For the Year ended 31st December, 1923.

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(1) Two Inspectors have been appointed by the Authority to carry out the provisions of the Canal Boats Acts, viz. :—

Henry Atkinson, for Section A (Manchester to Latchford);
Walter Richmond, for Section B (Latchford to Eastham).

Both Inspectors have the Certificate of the Royal Sanitary Institute.

No Inspector is required to devote his whole time to the duties of inspections under the Canal Boats Acts. Their primary duty is the supervision of shipping registered under the Merchant Shipping Acts, and they are only required to inspect canal boats at such times as they can spare from their other duties.

For the purposes of administration, the Port is divided into two sections, viz. :—from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each section is under the control of an Inspector, who is directly and solely responsible to the Medical Officer of Health for the proper supervision of his district.

A motor boat is in daily use on the lower reaches of the canal, and this enables the Inspector to keep under constant supervision canal boats using the Port at various points.

(2) During the year there has been a decrease of 198 inspections compared with those of the previous year. On the Runcorn section of the canal 773 inspections were made, showing a decrease of 173 from the previous year's number. On the Manchester section 8 inspections were made, against 33 during the previous year, a decrease of 25.

The number of boats inspected, together with those discovered infringing the terms of the Canal Boats Acts, since the Authority undertook this duty, are as follows :—

Year.	Number Inspected.	Number Defective.	Percentage.
1903	191	77	40.30
1904	230	105	45.65
1905	209	132	63.15
1906	115	73	63.46
1907	84	55	75.47
1908	150	67	44.66
1909	257	101	39.29
1910	230	87	37.82
1911	307	127	41.36
1912	254	89	35.03
1913	432	159	37.03
1914	382	122	31.41
1915	311	79	25.40
1916	409	112	27.38
1917	596	166	27.85
1918	729	203	27.84
1919	493	170	34.48
1920	478	129	26.98
1921	895	180	20.11
1922	979	241	24.82
1923	781	211	27.01

The proportion of defective boats to the total number inspected during the year amounted to 27.01 per cent., being 2.19 per cent. higher than in 1922.

(3) The following is a summary of the insanitary conditions and contraventions of the Acts found during the year :—

(*a*) REGISTRATION.	
Not registered..	2
Registration incorrect	34
(*b*) NOTIFICATION OF CHANGE OF MASTER	0
(*c*) CERTIFICATES.	
Registration certificate absent	23
,, ,, dilapidated......................	7
(*d*) MARKING.	
No marks	12
Marking indistinct or incorrect..............................	32

(*e*)	Overcrowding	29
(*f*)	Separation of Sexes (want of)	7
(*g*)	Cleanliness and Repairs.	
	Cleansing of cabins required	4
	Cabins, etc., dilapidated and repairs required	42
	Miscellaneous leakages into cabins	130
	Bulkheads defective allowing communication with holds	4
(*h*)	Ventilation and Lighting.	
	Ventilation inefficient and ventilators defective	3
	Insufficient lighting	4
(*i*)	Painting.	
	Cabins, lockers, berths, etc., requiring painting	53
(*j*)	Provision of Water Cask.	
	No water vessel or vessel not of sufficient capacity.	7
	Water casks decayed and water vessels requiring repairs	14
(*k*)	Removal of Bilge Water.	
	Bilge Pumps absent	2
	,, ,, defective	3
	Bilges requiring cleansing	1
(*l*)	Notification of Infectious Disease	0
(*m*)	Admittance of Inspector	0
	Total	413

The proportion of infringements per boat works out at 1.95.

(4) No prosecutions were undertaken during the year.

(5) The usual steps have been taken to secure compliance with the Acts. In all cases complaint notes have been promptly served upon the owners, and if not attended to at the end of the prescribed number of days, a postcard asking for return of the certificate has been duly forwarded.

(6) No cases of Infectious Disease have been notified on any canal boat during the year.

(7) No boats have been detained for cleansing or disinfection.

(8) and (9) The Authority is not a Registration Authority.

Return showing the Number and Tonnage of Vessels which arrived in the Port of Manchester in 1923.

		Manchester.		Warrington.		Runcorn.		Ellesmere Port.		Totals.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
*Foreign	Steamers	1,665	2,531,255	70	36,627	160	43,685	49	64,488	1,944	2,676,055
	Motor Vessels	10	7,873	2	370	...	...	6	24,920	18	33,163
	Sailing Vessels	...	...	...	...	11	1,756	...	...	11	1,756
	TOTALS	1,675	2,539,128	72	36,997	171	45,441	55	89,408	1,973	2,710,973
Coastwise	Steamers......	941	316,957	25	3,774	701	101,809	442	100,381	2,109	522,921
	Motor Vessels	16	2,294	1	185	...	...	4	102	21	2,581
	Sailing Vessels	...	...	...	...	114	10,677	7	460	121	11,137
	TOTALS	957	319,251	26	3,959	815	112,486	453	100,943	2,251	536,639
GRAND TOTAL		2,632	2,858,379	98	40,956	986	157,927	508	190,351	4,224	3,247,613

*Vessels from Irish Free State Ports have been classified as foreign as from 1st April.

The above information has been kindly supplied by H.M. Collector of Customs for the Port.